of Indian Airlines during September, 2001 was 56%—highest amongst the three domestic scheduled operators.

(c) Indian Airlines has been taking steps and working out the strategies from time to time, on an ongoing basis, to improve its operational and financial performance. This is a manifested in turn around made by the Company in 1997-98 after continuous losses for 8 years from 1989-90 to 1996-97 due to reasons beyond its control like grounding of A-320 fleet, merger of erstwhile Vayudoot Open Skies Policy etc.

— The various marketing initiatives and other innovative measures taken by the Company to improve capacity utilisation, including On-time performance and maintaining market share include the recent "Flexi-fare" policy, Holiday packages, FFP, corporate Deals, enhancement of standard of customers services etc.

— The company has been inducting capacity in consonance with the market demand and to meets its growth target. The lease of two A-300 B4 aircraft renewed for another 3 years till May/ June 2003 and two A-320 aircraft inducted on lease April/May 2001. Four more A-320 aircrafts would be inducted on lease in second half of 2001-02.

— Government has decided in principle to infuse Rs. 325 crores as equity in the form of margin money for acquisition of new aircraft.

Introduction of Sky Marshals in domestic Airlines

144. SHRICP.THIRUNAVUKKARASU:
SHRIK.M.SAJRJLLAH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have any proposal to introduce Sky Marshals in' domestic Indian Airlines; and

(b) if so, whether this will be extended to private airlines for the safety of passengers?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) Sky Marshals are already being deployed on randon basis both on Indian Airlines flights and in other scheduled private airlines operating in India.